

This Purpose and Need supplements the Purpose and Need presented in the FAP 340, Final Environmental Impact Statement and Section 4(f) Evaluation (1996 FEIS) and differs from its predecessor in the following ways.

- This Purpose and Need is based on updated 2020 forecasts for land use, population, employment and traffic demand prepared by the Northeastern Illinois Planning Commission (NIPC) and the Chicago Area Transportation Study (CATS). The Purpose and Need in the 1996 FEIS was based on NIPC and CATS 2010 forecasts.
- This Purpose and Need evaluates a more detailed No-Action scenario using traffic projections based on land use forecasted to occur in the absence of the proposed action. The land use and traffic forecasts used in the 1996 FEIS included the proposed action.
- This Purpose and Need evaluates project need based on quantifiable performance measures including travel time and safety. The 1996 FEIS lacked quantifiable performance measures.

Refer to the 1996 FEIS to review the original Purpose and Need, or for electronic versions of this document, click on the following link: [1996 FEIS, Purpose and Need](#).

The purpose of the proposed action is to provide a Transportation System Improvement that will improve north-south mobility between I-55 and I-80 to accommodate projected year 2020 travel demand within the Project Corridor and northeastern Illinois.

The Project Corridor encompasses 310 square kilometers (120 square miles) located approximately 40 kilometers (25 miles) southwest of the City of Chicago within northcentral Will, southern DuPage and southwestern Cook Counties. Exhibit 1-1 presents a general location map.

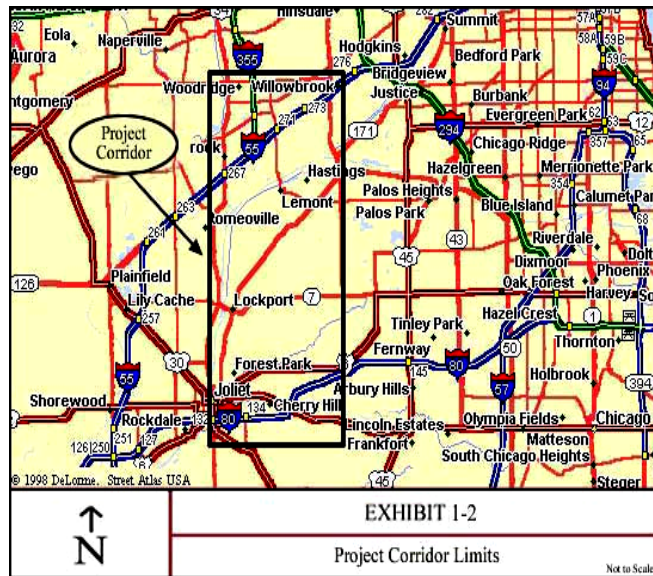
The Project Corridor is bound by the Will/DuPage County Line (87<sup>th</sup> Street) to the north, Spencer Road to the south, IL Route 53 to the west and Bell Road to the east. Exhibit 1-2 presents a Project Corridor boundary map.

The Project Corridor is located on the urban fringe of the greater Chicago metropolitan area. Given its close proximity to the Chicago central area and suburban job centers, the Project Corridor has undergone rapid growth including development



## 1.2 Need

1. Improve Access Between Residential Areas and Regional Job Centers.
2. Achieve Land Use Planning Goals.
3. Improve Regional Mobility.
4. Address Local System Deficiencies.



The four principal needs were identified by comparing the level of transportation service within the Project Corridor against the level of service goals and objectives of the 2020 Regional Transportation Plan (2020 RTP). The 2020 RTP, the transportation plan for northeastern Illinois, identifies thirty-nine transportation level of service goals and objectives. A comparison of the 2020 RTP goals and objectives to the level of service within the Project Corridor resulted in identification of service deficiencies that were grouped into the four principal needs.

- Travel times from the Project Corridor to regional job centers served by the proposed Transportation System Improvement are projected increase an average 43 percent and up to 55 percent between existing and year 2020 under the No-Action scenario. A Transportation System Improvement is needed to reduce these travel times and improve access between residential areas within the Project Corridor and regional job centers.

- The population of Will County is projected to double between 1990 and 2020. The Project Corridor accounts for over 60 percent of the population and approximately 10 percent of the land area of Will County. Over 75 percent of the Project Corridor is designated by County and municipal government for development. A Transportation System Improvement is needed to facilitate local and regional planning goals by promoting an efficient transportation system that focuses development within the Project Corridor and promotes development close to the Chicago urban core.
- Regional travel time from the Project Corridor vicinity to other parts of the northeastern Illinois region is projected to increase from 12 to over 25 percent to over 75 percent of the region by year 2020 under the No-Action scenario. A Transportation System Improvement is needed to reduce these travel times and improve regional mobility.
- Travel times for local travel within the Project Corridor are projected to increase over 150 percent and accidents are projected to increase 43 percent between existing and year 2020 under the No-Action scenario. A Transportation System Improvement is needed to address local system deficiencies and improve local mobility and safety.

Additional documentation and evidence addressing the change between existing and future conditions related to the four principal needs and the role of the Transportation System Improvement in addressing them is presented below.

### **1.2.1 Improve Access Between Residential Areas and Regional Job Centers**

Improve access between residential areas and regional job centers addresses a need to reduce projected year 2020 No-Action travel times from the project corridor to regional job centers. The need for improved access between the Project Corridor and regional job centers was documented in the following technical report: The Socio-Economic and Land Use Impacts of the Proposed I-355 Extension, October 2000 (Appendix A). Section II, of this report found:

- The Project Corridor is located in an area deficient in jobs.
- Primary job centers for Project Corridor labor exist within the Chicago central area and eastern DuPage and northwest Cook Counties.
- Regional job growth has shifted from the Chicago central area to northwest Cook County, particularly the vicinity of O'Hare Airport, which includes its nearby suburbs. This growth has resulted in a shift in the region's job center from the Chicago central area to the O'Hare Airport vicinity.

These conclusions were based on population and employment forecasts adopted by the Northeastern Illinois Planning Commission (NIPC) in 1997, the most current data available at the initiation of this SFEIS. Exhibit 1-3 maps this data and identifies existing and future job/household balance within the northeastern Illinois region. Full sized exhibits, as well as exhibits mapping job/household balance at a more detailed scale are presented in Appendix A.

Specifically, Exhibit 1-3 identifies areas of job excess, job deficiency and job/household balance. Areas of job excess, mapped in gray, orange, red and black, are areas with more jobs than resident workers. Areas of job deficit, mapped in blue, are areas with more